

V. THOROUGHFARE PLAN

The first thoroughfare plan for Belhaven, dated March 13th, 1981, is shown in Figure 8. This plan formed the basis for development of the June 7th, 1992 Thoroughfare Plan. The following chapter details the 1992 Belhaven Thoroughfare Plan, shown in Figure 9. It includes a list of roads that are recommended to serve as major and minor thoroughfares. A brief discussion of each road's function is included to support its classification as a thoroughfare.

Major Thoroughfare System

The Belhaven major thoroughfare system includes US 264, US 264 Alternate, US 264 Bypass, and NC 99. These roads are shown on Figure 9. The function of each of these roads and recommended improvements will be discussed in this section. Typical thoroughfare cross-sections are shown in Appendix B and Appendix C summarizes the thoroughfare plan street tabulation and recommendations.

US 264 (Western Planning Area Boundary to NC 99) - This facility is the major east-west highway into and through Belhaven. The existing cross-section is 2 lanes with 24' of pavement and grass shoulders. Traffic projections indicate that the existing cross-section should be adequate to handle future traffic volumes.

US 264 Business (Main Street from NC 99 to Pamlico Street) - This facility provides access from both NC 99 and US 264 to the central business district. Since much of the outlying area is rural, this route is important for access to shopping and business for both Belhaven residents and outlying communities. While traffic volumes will be approaching capacity in the future, this two-lane facility should be able to handle the traffic since most segments have lane widths exceeding 12' and turning lanes at intersections. Capacity problems in the downtown area could be alleviated by eliminating some of the on-street parking.

US 264 Alternate (Pamlico Street) - This major thoroughfare serves as a radial route connecting the downtown area with the US 264 Bypass. It is the Old US 264 Highway through the downtown area. Traffic projections indicate that the existing two-lane cross-section should be adequate to handle future traffic volumes.

US 264 Bypass - The Bypass carries nonlocal traffic through the urban area and provides relief to the city street system. The existing two lanes will be adequate through the 20 year planning period. Construction of the proposed segment from SR 1714 (Seed Tick Neck Road) to NC 99 in the southern